

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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WEDNESDAY, FEBRUARY 19, 1908.

三拜禮 號九十月二英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND " 15,550,000

Branches and Agencies.

TOKIO, CHEFOO, TIENSIN, KOBE, OSAKA, NAGASAKI, PEKIN, NEWCHANG, LONDON, PORT ARTHUR, LYONS, ANTON, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, HONGKONG, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Fixed Deposits at the rate of 4 per cent.

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$5,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 23rd January, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasoeroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its branches and correspond-
ents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per cent. on daily
balances.
Fixed Deposits 12 months 4 1/2 per annum.
" 6 " 4 " " "
" 3 " 3 " " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND " 15,500,000
Sterling \$15,000,000
Silver \$15,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
G. Friesland, Esq., E. Shelling, Esq.,
A. Fuchs, Esq., R. Shaw, Esq.,
C. R. Lessmann, Esq., H. A. W. Slade, Esq.,
G. H. Medhurst, Esq., H. K. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong: J. R. M. SMITH.
Manager.
Shanghai: H. R. HUNTER.
LONDON: BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On Fixed Deposits at the rate of 4 per cent.

For 12 months, 2 1/2 per cent. per annum.
For 6 months, 2 1/2 per cent. per annum.
For 3 months, 2 1/2 per cent. per annum.

On Fixed Deposits:
For 12 months, 4 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 3 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 15th February, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 " " "
" 3 " 2 " " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tainanfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sul. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ DELHI } Capt. J. D. Andrews, R.M.R.	About 21st Feb.	Freight and Passage.
LONDON, &c., via usual Ports	{ DEVANHA } Capt. T. H. Hild, R.M.R.	22nd Feb.	See Special Advertisements.
MOJI, KOBE & YOKOHAMA	{ PALMA } Capt. G. W. Cockburn, R.M.R.	About 29th Feb.	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ BORNEO } Capt. G. W. Gordon, R.M.R.	About 1st Mar.	Freight and Passage.
LONDON and AMSTERDAM	{ SOCOTRA } Capt. W. R. Hickey	About 4th March.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th February, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

THE
REAL MACKENZIE WHISKY,
VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,
OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the
choicest ingredients, correctly distilled
and aged in wood. It is the most perfect
stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO.

Telephone 97.

[38]

V. O. S.

AND

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone

No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 30th January, 1908. [40]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PENNINE STREET, MADAM FLINT, MANAGERESS.

Now Showing—Another Large Stock

OF

NEW GOODS,

Specially Imported for the Races.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.
Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "ATSHAN" 2,360 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 5 P.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas Wharf.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from Douglas Wharf at 9 A.M. Returning from Macao at 6:15 P.M. to the Wing Lok Street Wharf.
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT

"THE LIARS"

AN ORIGINAL COMEDY, IN FOUR ACTS,

BY

HENRY ARTHUR JONES.

TO-MORROW (THURSDAY).....7th February

FRIDAY.....21st "

and

SATURDAY.....22nd "

Doors open at 8:30 P.M. Performance at 9 P.M.

CAST.

Colonel Sir Christopher Deering.....Mr. H. L. Hutchings.
Edward Falkner.....Mr. John Robertson.
Gilbert Nepean, LADY JESSICA'S HUSBAND.....Mr. Arthur Chapman.
George Nepean, GILBERT'S BROTHER.....Mr. C. T. Beath.
Freddie Tatton, LADY ROSAMUND'S HUSBAND.....Mr. Mowbray S. Northcote.
Archibald Coke, DOLLY'S HUSBAND.....Major H. Broke, R.E.
Waiter at "THE STAR AND GARTER".....Mr. Comm. Dickens, R.N.
Gadsby, FOOTMAN AT FREDDIE TATTON'S.....Mr. Bliven.
Footman at Cadogan Gardens.....Mr. P. Nesbitt.
Lady Jessica Nepean (SISTERS).....Mrs. W. Logan.
Lady Rosamund Tatton.....Mrs. Van der Woude.
Dolly Coke, THEIR COUSIN.....Mrs. H. W. Clothier.
Eustice Eberace.....Mrs. Arthur Chapman.
Mrs. Crespin.....Mrs. O. D. Thomson.
Perris, LADY JESSICA'S MAID.....Miss Chatham.

Prices \$5, \$2 and \$1.
Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.
Booking Office at the ROBINSON PIANO CO., open on and after MONDAY, the 10th February, 1908, at 10 A.M.
Hongkong, 19th February, 1908. [94]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKIN).

SHAMKIN, CANTON.

ON THE BETTER CONCEPTION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

Wm. FARMER, Proprietor.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

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RESERVE FUND " 15,550,000

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TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23]

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THREADNEEDLE HOUSE, E.C.

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" 3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 23rd January, 1908. [25]

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Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

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Fixed Deposits 12 months 4 1/2 per annum.
" 6 " 4 " " "
" 3 " 3 " " "

J. L.

Intimation.

Powell's

WHITE

GOODS

LINENS.

SHEETS:—

Plain, per pair,—

2 x 3 yds., \$12.50 to \$25.00

2½ x 3½ yds., \$14.50 to \$30.00

Hemstitched,—

2 x 3 yds., \$18.50 to \$35.00

2½ x 3½ yds., \$21.50 to \$45.00

PILLOW CASES:—

Plain,—

\$12.50 to \$37.50 per doz.

Fruited,—

\$2.75 to \$10.75 per pair

Hemstitched,—

\$2.75 to \$21.50 per pair

TOWELS:—

Huckaback, Hemmed,—

\$5.75 to \$11.50 doz.

Hemstitched,—

\$0.00 to \$21.50 doz.

Fruited,—

\$0.75 to \$18.50 doz.

Diaper and Damask Towels,—

\$10.50 to \$27.50 doz.

TABLE LINEN:—

2 x 2 Yds. from \$0.75 each

2 x 2½ " " 8.50 "

2 x 3 " " 10.50 "

2 x 3½ " " 10.75 "

2½ x 3 " " 12.50 "

2½ x 3½ " " 15.00 "

2½ x 4 " " 15.00 "

2½ x 4½ " " 10.50 "

2½ x 5 " " 10.50 "

Serviettes to match:—

ALL LINEN

TABLING

2 and 2½ Yards by any Length
From \$1.25 per yard.

POWELL'S
ALEXANDRA
BUILDINGS,
DES VŒUX ROAD,
and
28, QUEEN'S ROAD,
HONGKONG.

Public Companies

HONGKONG AND WHAMPO DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 29th January, 1908. [176]

HONGKONG GENERAL CHAMBER OF
COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M., in the City Hall, for the following purposes, viz.:

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1907.

2. To elect a New Committee.

3. To consider the following Resolution:—

"That in consequence of the importance of the trade existing between this port and Bombay it is resolved under Rule XXIII. to increase the number of the Committee from 9 to 10 so as to include a Merchant interested in the Bombay trade."

4. To transact any general business.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 14th February, 1908. [122]

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th February, 1908, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 18th February, to TUESDAY, the 25th February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
Agents for the Kowloon Land & Building Co., Ltd.

Hongkong, 17th February, 1908. [215]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company, Hotel Mansions, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,
Secretary.

Hongkong, 4th February, 1908. [150]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12.30 P.M. on TUESDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to the 10th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers,
Hongkong Fire Insurance Company,
Limited.

Hongkong, 17th February, 1908. [133]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December, 1907, at the rate of TWO POUNDS STERLING per Old Share, and ONE POUND and TEN SHILLINGS STERLING per New Share, is payable on and after MONDAY, the 17th day of February, current, at the Office of the Corporation, where SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,

J. R. M. MITH,
Chief Manager.

Hongkong, 15th February, 1908. [20]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 21st July 1907. [10]

IS AN AMERICAN/JAPANESE
WAR POSSIBLE?

A JAPANESE POINT OF VIEW

Certain circumstances in the latter-day relations of the United States and Japan must have been inexplicable even to some of the keenest of students. A Roman voice was raised in America against a modern Carthage across the ocean; its resonance increased by the mighty efforts of gentlemen with gold pens. Hypothetical plans of strategy; the quantity of ammunition shipped to the Philippine Islands, the high spirit in the American navy, and other impressive "facts" were unhesitatingly expounded. Jonathan generously disseminated the details of his fleet's itinerary. The warlike tones of the American Press infected well-nigh the whole country. An imagined possibility became a prediction. The rotary machine showed hostilities against the Japanese already raging in America. In Japan, on the other hand, the journals were and are engaged to their uttermost in discussing how to welcome the American fleet when it arrives at their shores. A number of the metropolitan papers urge the people to profusely entertain the Americans; and freely inclined cordiality to Uncle Sam's armada prevails from Hokkaido to Formosa.

It is surprising that the American Press should so thunder against Japan. The American Press fails to observe the Japanese appreciation of the noble and good offices the American President, rendered at the termination of the late war. Japan owes much to the United States for her recent strides. America awoke Japan in 1853; knocking at the then isolated door for the most praiseworthy, unselfish motive known in history. Men educated in the States are leading the Japanese nation today; and, our gratitude being so enormous, we are scarcely likely to entertain an aggressive attitude towards Jonathan on a trivial ground. (A local lawlessness is not uncommon in any country.) Mr. Roosevelt enjoys more popularity in Japan than when he was elected to the Governorship of New York on his triumphant return from Cuba. There are some dozen of his biographies written in Japanese. Most of his miscellaneous writings have been rendered into our Far Eastern tongue. Such distinguished men as Count Okuma and Baro Goto write prefaces for the volumes of the strenuous man whom the hero-worshippers of the Island Empire adore. To-day the Japanese Press is describing him as an upright, conscientious, brave, and loyal personage. With the internal politics of the great Union the Japanese are unconcerned. Then why are the Japanese to be impugned? There is nothing to endanger the friendship between the two countries.

The question of Japanese immigration to the American continent, including Canada, was only worked up by the amateur diplomats. Of course, an independent State possesses the right to disallow the entrance of an undesirable alien or aliens. Also, for any hygienic or intellectual reason, a sovereign State is entitled to reject or eject an unfit person or one who might injure the welfare of its inhabitants. A nation, like a household, must be self-preservative first and hospitable afterwards. One grants that. But it is regrettable to see the inability of the Californians and the British Columbians to assimilate the Easterners who go there as the nearest point in search of Western civilisation. They are not all labourers, much less human refuse. The majority go to the Pacific slope with a sincere desire to improve themselves. In the past a number of Japanese were benefited in their sojourn at the eastern side of the Pacific; but in the present environment they are spoiled there.

There is reason to believe that the real ostracism began when the Japanese became able to conduct small businesses of their own according to the law of the land. A certain class of Americans dislike the resident alien if he establishes the right to redress in the Courts of Justice in connection with his business or otherwise. As long as the Japanese were suppressed as outlaws there was no conflict. The Chinese, on the contrary, are exceedingly tactful in accepting the conditions enforced upon them in the land of "graft." International usage grants equal treatment and the same protection to the alien residents as to the naturally born citizens. Unfortunately an ostentatious diplomatic communication took place of late concerning a distinction made against the Japanese in the public schools of San Francisco. To a sane mind the demand made by the Japanese Ambassador at Washington seemed extraordinary. The Gresham-Kurino Treaty of 1891 is of a commercial nature, but it is not a reciprocal agreement of benevolence as to education. A courtesy is undemandable. The municipal authority of San Francisco did not abandon the grant of free education to the Japanese applicants. The Californians generously gave the Japanese free tuition, and never discontinued it. The institutions maintained by their money are intended to upbuild young America in the right spirit, and to educate their posterity with a patriotism and a loyalty worthy of the people of the "Stars and Stripes." All the courtesies extended to the Japanese indicated that the Californians were magnanimous. They have a national conscience now as ever. Instead of gratifying it, the Japanese Consul reported a sentimental, and if technical only so in the weakest sense, objection to the class-room distinction. No gentlemen, while a guest, will take exception to an alteration of the room-arrangement by his host. If dissatisfied he can politely depart. The objection to which I refer was nothing but a typical recurrence of the tendency to petty jealousy between the Dalmatians during the feudal age.

Viscount Aoki unwittingly omitted to consider the most delicate position of the Federal Government in connection with a sovereign State in the Union. Washington waited upon Governor Hancock at the Commonwealth House of Massachusetts. The latter, in receiving him, said, "I am the head of the sovereign State and shall pay my homage to the President of the United States." The Federal Government is not modern diplomacy. That historical Constitution is endeared to the American States just as the ibuprofen of them have struggled for it. The constitution is the supreme role of a nation. No material injury has been done to the Japanese residents in the education incident. Violation of person and property—as, for instance, the murder and robbery at the Golden Gate Bank, a Japanese establishment—went unnoticed; Viscount Aoki made representations to the Secretary of State on a merely sentimental or technical point. The impression thus created upon the Washington Government at the initiative of the Ambassador did not result in a furtherance of good will. The pretext was frail; though even the pro-Americans in Japan have mistakenly supported it, declaring the action of the School-board (San Francisco) "inhuman."

The two countries have no cause for "keeping their powder dry" other than the necessary preparedness of every nation. War is a crime; it would be more than a crime if the United States and Japan were to come face to face. With regard to the Canadian difficulty, our feeling is that it is a gross absurdity for the Canadian Commissioner to suggest a restriction of emigrants on the part of the Japanese Government. No independent State can be bothered to enact a law affecting the liberty of its subjects at the instance of another State. In Japan every subject is guaranteed absolute freedom of residence by the Constitution; that is, the right of moving according to his individual choice. A Japanese can leave the country at his will with or without a passport, and the Government has no power to prevent his departure. The United States and Canada opened their gateway to the Japanese for several decades. It is now proposed to exclude them, and, if possible, to eject those already settled or even naturalised there. Well, the Pacific States and provinces can deport every Japanese on his arrival, without hurting Japan's dignity as a nation. In what manner Japan is to reply to this new phase of her immigrant problem remains to be seen. Doubtless some agitation is inevitable. But there will be no war over such a matter; neither will there be a Japanese boycott of American produce. Threats may be heard, but nothing serious will follow; and the whole excitement will be dissipated before two years have elapsed.

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Intimation.

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LIMITED,CHEMISTS AND DRUGGISTS,
THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS,
HONGKONG, 15th February, 1908.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hom Road, and
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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 19, 1908.

HONGKONG TECHNICAL
INSTITUTE.

Although the prospectus of the Hongkong Technical Institute for the second session, which commences on Monday next, is marked "Provisional" we may take it that the character of the classes will remain essentially as they are stated in the syllabus. The object of the classes, which are held in the evening, is to afford facilities for the study of engineering, and for giving a commercial and scientific training. That idea is a most laudable one in a Colony which is so keenly interested in its engineering enterprises, and has so much to gain from an educated youth who have been instructed in at least the rudimentary subjects of commercial knowledge. We may as well quote the subjects of instruction in full, as they appear in the prospectus. The classes will be conducted under three sections:—The subjects taught this session will be as follows:—Engineering section:—practical mathematics, building construction, applied mechanics, machine drawing, steam, gas, and electricity. Commerce section:—Shorthand and typewriting, book-keeping, French, German, English (Conversational), letter writing and business correspondence. Science section:—Chemistry, physics. Every one of these classes should be attended by those who are called upon to enter the engineering or commercial professions, and it is highly desirable that all who are not actually imbued with the spirit of learning. We read in the prospectus that: "The question of granting diplomas in engineering and in chemistry is under consideration of Government, and regulations on the subject will be published in due course. Certificates issued will be of value in obtaining employment from the Government or from private firms, in proportion to the certificates earned indicate a greater or less degree of proficiency. With the latter sentence we thoroughly agree, and we commend it to every youth who has any spark of desire to excel. Employers of labour might also assist this admirable institution, whose object is so praiseworthy, by suggesting to their younger employees the advisability of attending at least one or more of the evening continuation classes at the Hongkong Technical Institute. During the next two evenings, that is to say Thursday and Friday, the lecturers will be in attendance from 6 p.m. to 7 p.m. and students are required to consult them before entering their names for any class. The session commences on the 24th February, and we trust that there will be a gratifying attendance at each of the various classes."

CANTON DAY BY DAY.

MINT RE-OPENED.

[From Our Own Correspondent.]

Canton, 17th February.
The Canton branch of the Imperial Mint resumed work to-day after the New Year vacation. The officials of this institution have received instructions from the Ministry of Finance at Peking to the effect that the Kwangsi branch of the Imperial Mint has now suspended minting copper coins and that copper coins should be exported to the province of Kwangsi for circulation from the Canton branch.

NEW RECRUITS.

The Chinese gunboat *Sui Hong* was, a short time ago, despatched to Shui Tung with instructions to enlist a number of recruits there, and this vessel yesterday returned to port with a number of new recruits on board. These men will be trained in the Canton Military Training School.

18th February.

A consignment of four Krupp guns, together with a quantity of ammunition which had been ordered by the Canton authorities through a German firm, has arrived here, and arrangements are being made to take delivery of same.

LIKIN COLLECTIONS.

The collection of Likin dues for the last ten days of the 12th moon last year, as reported by the Canton Likin Bureau, amounts to Taels 13,849.73.

PROPOSED REDUCTION OF TAXATION.
H.E. the Viceroy has received instructions from the Ministry of Finance at Peking to discuss and report on the various petty taxes levied in the province of Kwangtung on the people, with a view to abolishing some of them in order that a "Tuangshui" tax may be charged in their stead. H.E. has given instructions to his subordinates to make inquiries and to prepare a report on same to be forwarded to the Tschupin. If this proposed reform on the part of the Government be effected, the general public will be greatly benefited and the cost of living will not increase so much as expected from the present outlook.

APPOINTMENTS.

A Peking telegram states that H.E. Yuan Shi-kai, the president of the Ministry of Foreign Affairs and Grand Councillor, will be re-appointed to the Viceroyalty of Chihli and H.F. Tung Shao-chi, the present Governor of Fengtien, will be appointed as president of the Ministry of Foreign Affairs.

CURRENCY.

H.E. the Viceroy has telegraphed to the Central Government, in reply to an inquiry as to the advisability of minting one-tael pieces instead of the dollar piece, stating that the tael piece is quite unsuitable for the province and advises the continuance of the minting of dollar as of old.

CAMPHOR INVESTIGATION.

Taotai Yip Shiu-sun, who, accompanied by a camphor manufacturing expert, left here a short time ago for the district of Taungta to make investigations into the camphor growing and refining industry there, returned yesterday, and presented a report together with samples of camphor obtained from that district for H.E.'s information.

THE LOST BRACELET.

OWNER FOUND.

At the Police Court, this morning, the coolie who was arrested a few days ago on a charge of being in unlawful possession of a gold curb chain bracelet, which, according to him, he had picked up near Blackhead's Point, Kowloon, was brought before Mr. H. H. J. Gompertz, charged with theft. Mrs. M. D. Ritchie, of "Hollyrood," Kowloon, stated the bracelet belonged to her. She lost it on Friday last between Des Voeux Road and Mody Road. Evidence of arrest followed.

Accused stated that he had picked up the bracelet and, in ignorance, attempted to dispose of it. His Worship stated that a bracelet of that sort could not have been lying on the road for any length of time, and that accused's business was to report the matter to the police.

Accused—I did not know the law.
His Worship (to Mrs. Ritchie)—Would you have given a reward if a man returned the bracelet to you?—Certainly.
Inspector Macdonald—The defendant has a previous conviction, your Worship.
A sentence of six months' hard labour was pronounced.

SALE OF RACE PONIES.

FAIR PRICES REALIZED.

Messrs. Hughes and Hough, auctioneers, put up for sale, by public roup, this afternoon, opposite the City Hall, 94 ponies, most of them racers. There was a large attendance of interested bidders and spectators. Appended are the results of the sale:—

1. Fall grey China pony, 13.2—\$50.
2. Diamond, dun China pony, 13.0—\$110.
3. Stallion, grey China pony, 13.1—\$55.
4. Sunlight, bay China pony, 13.1—105.
5. Redington, grey China pony, 2nd in Navy Cup and 2nd in Hongkong Stakes—\$110.
6. Vocation, dun China pony—\$55.
7. Hilarious, grey China pony, 12.3—\$50.
8. So So, grey China pony, 13.0—\$80.
9. Butter punch, black China pony, 13.1, subscription griffin placed 2nd in races—\$370.
10. Merrytime, grey pony, 13.0. Good hack, ridden in troop for 3 seasons—\$80.
11. Tumen, grey pony, 13.1—\$75.
12. Mulcteer, grey pony, 13.1—\$110.
13. Maori, Chief, grey China pony, 13.0, 3rd in the Navy Cup—\$65.
14. Macchurum, Chief, white China pony, 13.0, 3rd in Gymkhana Stakes and 3rd in Consolation Stakes—\$70.
15. Baluchi, Chief, grey China pony, 13.0, 3rd in Lusitano Cup, 3rd in Paros Cup and 2nd in Flyaway Stakes—\$110.

16. Corrie, brown pony, 12.3—\$300.
17. Sidler Dhu, dark brown pony, 13.1—\$160.
18. Sidler Roy, dun pony, 13.0—\$235.
19. Dumbdriller, blue dun pony, 13.0—\$200.
20. Tilieludum, roan pony, 13.2—\$120.
21. Astral, winner, 1/2 mile race on the Old Day Shanghai spring meeting, 1907, 1/2 mile and 1/4 mile races in the last 2 Gymkhana of 1907 series. Winner of the Professional Cup and second in the Ladies' Purse in the recent meeting—\$500.
22. Lochleven, dark pony, 13.1—\$115.
23. Pride of Cadown—\$55.
24. Strathmore, grey pony, 13.1—\$165.
25. Strathmore, bay pony, 13.0—\$160.
26. Strathmore, grey pony, 13.0—\$145.
27. Black Prince Ross, black pony, 12.3—\$60.
28. Lancaster Role, (late Rustic) bay pony, 13.2—\$250.
29. Mira, grey pony, 13.0—\$125.
30. Striped Rose, white pony, 12.3—\$75.
31. Hayden, grey pony, 13.1—\$65.
32. Sparkford, dun pony, 13.1—\$55.
33. Trent, chestnut pony, 13.1—\$55.
34. Preston, winner of Phaethon Stakes 1907—\$50.
35. Septima, winner of Visitors' Cup—\$125.
36. Grey griffin—\$40.
37. Betsy, water. Carries a lady, quiet to ride and drive—\$220.
38. Saladin—\$40.
39. Grey Tick, bay. Winner of Garrison Cup—\$200.
40. Pilgrim, spotted—\$180.
41. Seringapam, grey—\$150.
42. Cobler, chestnut—\$55.
43. Repentance, brown—\$55.
44. Highland Heather, sound and quiet. Suitable for hack and polo pony—\$65.
45. Glenkiln, winner of Nil Desperandum. Sound and quiet—\$160.
46. Astoria, bay China pony. Confidential hack up to weight, believed sound—\$75.
47. As Usual, brown China pony. Trained polo pony, very quick, believed sound—\$50.
48. Eglington, brown pony, 13.2—\$120.
49. Kirkgunston, grey pony, 13.2—\$100.
50. Kirkpatrick, black pony, 13.0, Winner of Wong-wei-chong Stakes—\$80.
51. Kirkpatrick, black pony, 12.3, Winner of Valley Stakes—\$105.
52. Kirkdale, grey pony, 13.0. Griffin—\$80.
53. Kirkconnel, grey pony, 13.2. Sub. griffin not raced—\$100.
54. Kirkswald, white pony, 13.1. Sub. griffin not raced—\$160.
55. Kirkmahoe, grey pony, 13.0. 2nd in Professional Cup—\$180.
56. Kirkcubright, grey pony, 12.3. 3rd in Hongkong Griffins, 3rd in Tienisin Stakes—\$150.
57. Nigel, chestnut pony, 12.5—\$70.
58. Wensley, grey pony, 13.0—\$90.
59. Forfar, winner of Hongkong Griffins Stakes—\$190.
60. Nairn, griffin—\$55.
61. Renfrew—\$45.
62. Haddington—\$50.
63. Split Milk, polo pony—\$10.
64. Yellow Stone, polo pony—\$55.
65. Fleetfoot, chestnut, sub. griffin, Winner of German Cup and Hongkong Stakes, 3rd in Valley Stakes—\$50.
66. Dalliance, grey, sub. griffin, winner of Jockey Cup and 3rd in Racing Stakes—\$300.
67. Energy, grey, sub. griffin, very likely polo pony—\$150.
68. Finesse, bay China pony, 13.2—\$150.
69. Chicane, grey China pony, 13.2—\$110.
70. Highland Wail—\$75.
71. The Ditch—\$80.
72. White China pony, good hack and polo pony—\$30.
73. Mainstay, white pony, 13.1—\$70.
74. Chestnut pony, weight carrier 13.1—\$50.
75. Grey China pony, 13.1, suitable for polo—\$60.
76. Pat—\$100.
77. Ben Elton—\$75.
78. Dun Pony—\$50.
79. Highland Bonnet—\$60.
80. Crookville—\$50.
81. Chestnut pony—\$50.
82. Redway—\$50.
83. James—\$45.
84. Quicksilver—\$50.
85. Bagule—\$50.
86. Jock—\$50.
87. Lonsdale—\$50.

CANTON-HANKOW RAILWAY.

OPENING OF NEW SECTIONS.

[From Our Own Correspondent.]

Canton, 17th February.
At a meeting of the board of directors of the Canton-Hankow Railway held yesterday, the 26th day of this moon (the 27th instant), has been appointed as the day on which the opening of the two newly completed sections of the railway from Kowloon to Kwokong, and thence to Sunkai will take place. The rates of fares to be charged on these sections will be left to be fixed by one of the directors, Mr. Li, and the time table for the running of the trains on these lines will be fixed by Taoai Kwong, the engineer-in-chief of the Company. At the meeting it was decided that a monthly report, in the form of a bulletin, should be issued from the first day of the second moon, and which should contain the working of the company generally, together with the various statements of accounts that have been passed by the board of directors, in order that the general public and shareholders might get an idea of the monthly returns of the company, without having to attend the office. This paper will be issued once a week and the charge will be three cents per copy. The paper will be known as "The Canton-Hankow Railway News."

THE KOWLOON LAND AND
BUILDING COMPANY,
LIMITED.

ANNUAL REPORT.

The nineteenth report of the board of directors to the ordinary meeting of shareholders, to be held at the company's office, Victoria Buildings, at 11.45 o'clock a.m., on Tuesday, 25th inst., reads:—

Gentlemen,—The directors now submit to you a statement of the affairs of the company, and balance sheet for the year ending 31st December, 1907.

The balance of profit and loss account for the year, after writing off all charges and expenses, amounted to \$11,703.06. The directors therefore recommend that a dividend of \$1.75 per share be paid, which, after writing off the directors' and auditors' fees, will leave a balance of \$553.06 to be carried forward to credit of a new profit and loss account.

DIRECTORS.

Messrs. T. F. Hough and W. H. Gaskell having retired, Messrs. E. Jones Hughes and Murray Stewart were appointed in their stead. Messrs. E. Jones Hughes and Murray Stewart having resigned, Messrs. T. F. Hough and H. Pinckney were appointed in their stead. Their appointments now require confirmation.

Messrs. T. F. Hough and H. Pinckney retire by rotation, but offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. C. W. May who now retires, but offers himself for re-election.

T. F. HOUGH,

Chairman.

Hongkong, 14th February, 1908.

BALANCE SHEET TO 31ST DECEMBER, 1907.

Liabilities.	
December 31st, 1907.	
Paid-up capital	\$186,000.00
Accounts payable	284.95
Dividends outstanding	167.05
Balance of profit and loss account	11,703.06
	\$198,155.06

Assets.

December 31st, 1907.	
Cost of property	\$182,032.17
Cash	8,556.42
Accounts receivable	1,566.47
	\$192,155.06

PROFIT AND LOSS ACCOUNT.

Dr.

December 31st, 1907.

To Charges	\$ 800.21
To Repairs	2,442.50
To Fire insurance	535.48
To Crown rent	786.00
To Commission to agents	1,136.00
To Balance to be appropriated as follows:—	
Directors' fees	\$ 5.00
Auditors' fees	50.00
Dividend of \$1.75 per share	10,500.00
To be carried to new profit & loss a/c	653.06
	\$17,993.25

Cr.

January 1st, 1907.

By Undivided profit 1906

December 31st, 1907.

By Rent

By Interest

By Scrip fees

JAPANESE STEAMSHIP AND
SHIPBUILDING SUBSIDIES.

The estimates of the Department of Communications were recently considered by a Budget Sub-committee, where Mr. Uchida, Director of the Maritime Bureau, in reply to questions, stated that the Shipbuilding Encouragement Law had for its principal object the construction of steamers navigating in the Eastern seas, while the Steam Navigation Encouragement Law was to assist the extension of Japanese navigation in distant oceans. There was no need to amend either law, one which restricts the minimum tonnage of steamers receiving the bounty to 700 tons, while the other places the minimum tonnage of vessels entitled to the bounty at 1,000 tons.

In reply to further questions, Mr. Uchida said that the subsidy granted to the N.Y.K. European line would by the new Budget be reduced from ¥470,000 to ¥400,000, but as the former amount was spread over seven or eight years and the latter over five, the annual amount received by the Nippon Yusen Kaisha would be about the same. The Australian, Bombay, and other distant ocean services had to compete with foreign steamship companies, and Japan could not expect the monopoly. The rate of freight of raw cotton on the Bombay line was 17 rupees, but the conference of the steamers engaged in the trade decided to reduce the rate to 13 rupees. This showed that it was not only free competition that kept down the freight rates.

Continuing, the Government delegate said that in the past the Japanese steamers were of small size, being generally under 1,000 tons, while now there were not a few Japanese steamers the capacity of which was between 6,000 and 10,000 tons. The increase in the size of the steamers was due to the operation of the Shipbuilding Encouragement Law. The Kawasaki Dockyard of Kobe, the Mitsui Bishi Yards of Nagasaki, and all of the smaller shipbuilding yards had been extending their works of late for the purpose of building steamers of larger size, and so of participating in the bounty. The shipbuilding encouragement bounty was in the nature of a grant to steamers to be built, and at the present time when the supply of steel and iron for material for shipbuilding in Japan was scarce, and the number of skilled mechanics was yet comparatively limited, the progress of the shipbuilding industry of Japan could not be hoped for unless it enjoyed a bounty. The increase shown in the estimates of the shipbuilding encouragement bounty was due to the war, which accelerated the opening up of additional lines of steam navigation, and there would be many additional steamers completed in the coming fiscal year which would be entitled to the bounty. If the term of the Shipbuilding Encouragement Law was repudiated, shipbuilders could not carry on their business with any degree of confidence. He was, however, unable to say anything definite before having more fully investigated the question. Japanese shipping showed a marked increase after the war, and steamers entering and clearing the various ports were now more numerous than foreign steamers. It was true that owners of steamers not receiving Government assistance were experiencing difficulties in their business, but it was beyond the power of the Government to help every steamship owner. The only remedy for that complaint was that the owners of unsubsidised vessels should exercise increased diligence and perseverance.—Japan Chronicle.

SINGAPORE HARBOUR BLAZE.

TONGKANG ILLUMINATES THE SHIPPING.

There was considerable excitement in shipping and other circles last night, just before dinner time, reports the *Singapore Free Press* of 17th inst., when great flames were seen to shoot up from some vessel away in the anchorage. From the shore it looked like a local ship ablaze, but in the darkness this was deceptive.

A tongkang of two masts, owned by Klinge, had on board a cargo of kerosene or lubricating oil supposed to have come from the *Den of Cyprus*, a large oil vessel which arrived yesterday from New York with 35,545 cases of oil and 1,500 drums of petrol or motor spirit for the Standard Oil Company. The nature of the contents of the tongkang soon became apparent by the mass of orange coloured flames, thickly edged with dark brown smoke, that arose and suddenly drifted eastward. At half past seven the alarm was raised, and very soon after that the vessel was a mass of flames, occasionally shooting up a hundred feet, and always farily threatening the rest of the shipping. Fortunately the tongkang was well out in the harbour, and as the drifted with the tide to the westward, was clear of the ships at anchor in the Roads. The Fire Brigade turned out and the motor engine ran down to Johnston's Pier, where it soon found the uselessness of endeavouring to quench a fire a mile or more from the shore.

The police launch went out and followed the drifting furnace, as the tongkang soon became, in its wanderings with the tide. It was not able to take the derrick in tow, nor to attempt to quench the flames; but the crew stood by to see that no damage was done to other vessels. At first it seemed as if the tongkang would drift through Keppel Harbour, but eventually she went off in the direction of East Jetty, where she burst out, continuing to throw up clouds of fire as the cases or drums burst, till she was finally at the water's edge, and all her planks were burnt through.

The tongkang was of large size, with two masts and sails which fell the first time to the newly ignited cases. No information was available as to the ownership of the vessel, or as to the cause of the fire.

SHIPPING AND MAILS.

MAILS DUE.

English (*Dela*) 20th inst., 8 a.m.
German (*Klats*) 25th inst.
American (*Mongolia*) 27th inst.
German (*Prins Ludwik*) 4th prox.

The Mogul Line s.s. *Ganges* left Liverpool on 16th inst.
The Boston S.S. Co.'s s.s. *Trenton* arrived at Yokohama to-day.

The H. A. L. s.s. *Spiria* left Nagasaki on 19th inst., a.m., and may be expected here on 23rd inst.

The s.s. *Philadelpia* left Shanghai on 18th inst., afternoon, and is due here on 21st inst. at noon.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver p.m. on 18th inst., for Hongkong via the usual Ports of Call.

The O. & S. Co.'s s.s. *Alta* arrived at Manila on 18th inst., and will be due to arrive at Hongkong on 21st inst. at 3 p.m.

The Imperial German Mail s.s. *Prinzess Alice* left Hamburg on 17th inst., and may be expected here on 21st inst.

Telegrams.

[Reuter's.]

The United States.

LONDON, 17th February.
New York reports that Mr. Morse, the organizer of the so-called "Morse Chain of Banks," the failures of which precipitated the recent panic, has been arrested on a charge of larceny, and bailed out for \$20,000.
Receivers have been appointed to The Mutual Reserve Life Insurance on the ground of insolvency.
It is stated that the liabilities are \$5,500,000, and the assets \$3,750,000.

Later.

The Austrian Railway Scheme.

The Serbian press protests against the Austrian railway project, and thanks the Russian, British, French, and Italian press for their attitude towards it.

The Serbian press attributes the Austrian design to dominate the whole of the Balkans backed up by Germany, in order to weaken the Slavs in favour of Germans.

Reuter's agent in Berlin wires authoritatively that Germany regards the Austrian scheme like other railways, as promoting civilisation and as serving solely economic interests; they would similarly regard the Danube-Adriatic railway, which Russia is reported to be considering.

Diplomats in Berlin, however, opine that it would have been better if Austria had waited longer.

THE JAPANESE "SCOTCH" WHISKY CASE.

PERSISTENCE REWARDED.

It would seem that at last the outcry that has been raised in the foreign Press of Japan—extending to all parts of the world—has had the desired effect. The *Japan Gazette* learns on excellent authority that the Japanese Trade-Mark Bureau has summarily cancelled the registration by Nishikawa Teiki, of Osaka, of a trade-mark containing Messrs. James Buchanan & Co.'s Ltd., registered trade-mark "Black and White" and also containing the statement that the whisky bearing the fraudulent trade-mark "is specially selected for the House of Commons," which is false, besides other false statements. This Nishikawa Teiki immediately applied, for and actually obtained registration of this fraudulent trade-mark while the agent of Messrs. Buchanan & Co., Mr. O. T. Gillon, was proceeding against him in the Courts.

The cancellation of this fraudulent registration, and our Yokohama contemporary, should be regarded as a cause of congratulation not only for Messrs. James Buchanan & Co., Ltd., and their popular and energetic representative, Mr. O. T. Gillon, of Yokohama, nor for other foreign firms who have depended upon the sanctity of their trade-marks as a valuable asset in their Far Eastern business, but also for Japan, who thus shows renewed signs of appreciating an honest basis of trade. Of course this action is outside that of the law courts, though it is *per se* equally effective, and thus constitutes a decided "slap" at the short-sighted jurists concerned in these cases. The latest exposure of this case appeared in an article in the *London Economist*.

A "HONDON" SHIP.

STORIES OF THE "HATSU"

"Hondon" ships are the dread of the seafaring man, and the difficulty of the captain of the British steamer *Hatsu* of keeping together her crew while loading lumber at Bellingham for Calcutta, seems not to have been the culmination of her misfortunes, when a satisfied crew was eventually obtained at a higher rate of pay.

The *Hatsu* is now reported overdue. She has been out 41 days to Calcutta on January 16th and during that time has neither been sighted nor reported, which she should have been at least two or three times. Now that she is on the overdue list, her fate will be watched for, with closer interest than is generally attached to an overdue ship by reason of the name she has acquired as a hondon ship.

She had a list of misfortunes which would shake the nerve of the nerviest crew and cause them to desert the ship, *The World* (Vancouver) says.

The first officer, Capt. Dabner, had been landed at San Francisco owing to illness and died in a hospital there, and Capt. Calder fell through an open hatch while the steamer was loading at Bellingham and was severely injured, being still confined to his berth on board the vessel when she sailed from here. While lying ill the captain received a cablegram informing him of the death of his wife. Two of the firemen were involved in a drunken brawl at Bellingham and were left behind to answer trial because of the death of a man with whom they had been fighting. Capt. Calder said it seemed as if a hondon was following his vessel.

THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 19th at 11.55.—The barometer has risen moderately over Japan, and fallen slightly in S. China.
The anticyclonic area still lies over the Yangtze Valley and pressure is relatively low over the S. part of the China Sea.
Strong monsoon may be expected in the Formosa Channel, and strong N.E. winds to blow over the China Sea.
Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.00 inch.

FORECAST.

1.—Hongkong and neighbourhood, N. to N.W. winds, fresh breeze.
2.—Formosa Channel, N.E. winds strong.
3.—South coast of China between Hongkong and Shanghai, same as No. 1.
4.—North coast of China between Hongkong and Peking, same as No. 1.

GERMAN SHIPPING COMBINE.

ITS VAST PROPORTIONS.

An agreement was concluded January 10th, between the Norddeutscher Lloyd and the Nippon Yusen Kaisha, whereby the Japanese Company withdraws from the further Indian shipping trade, and leaves this service exclusively to the Norddeutscher Lloyd, on conditions which, it is declared, may be regarded as being in every way satisfactory to both parties. This puts an end to the competition which for the past eighteen months has greatly depressed freight and passenger rates for the further Indian service, viz., that to the five ports of Hongkong, Bangkok, Hongkong, Swatow, and Hoihow.

The working agreement arrived at between the Hamburg-American and Norddeutscher-Lloyd Companies is an event of momentous importance to British shipping. It is true that for the present there is to be no absolute identity of interests between these two great enterprises. Each will maintain its separate organisation and its financial unity. But that eventually they will form a single undertaking of vast proportions admits of little doubt. It is sufficient, however, to deal with facts as they stand, and to note that the two largest steamship companies in the world have joined forces for the next four years at any rate. The extent of this large combination of the cream of German steam shipping is best expressed in figures:

Hamburg-American Company 167,915,519
Norddeutscher-Lloyd Company 145,736,911

321,652,430

In addition, there is a large amount of tonnage under construction. When it is remembered that the greatest consolidation of shipping interests heretofore existing in the North Atlantic Combine began operations, with less than a million tons, the inordinate strength of the German Combine becomes obvious. But Mr. Pierpont Morgan's Combine, while it introduced the principle of "merger," which the German agreement does not, was international. It is known as the International Mercantile Marine. The majority of its steamships have a British register, and must continue to have it. The rest are under the American flag, the arrangement of the German company being of quite a special character. Moreover, the operations of the Combine ships are mainly restricted to the North Atlantic. The outstanding feature of the German agreement is that the enormous tonnage which it covers is all under the American flag, and that its operations, both in regard to passenger and cargo business, extend to practically every quarter of the globe. This is the Combine which British shipping is now called upon to face.

WORLD-WIDE OPERATIONS.

It is the fault of the virtue of British steamship lines that they have confined their energies to particular trades. The aim of the Hamburg-American and Norddeutscher-Lloyd companies is to conquer the whole globe. You can hardly find a country on the map, with the exception, perhaps, of India and the Cape, with which one or other of the companies, and possibly both, has not regular steamship communication. The Hamburg-American Company boasts that it maintains no fewer than fifty-eight separate steamship services. Those of the Norddeutscher-Lloyd are scarcely less numerous. Each has quietly but effectually secured interests in other German or foreign owned lines, until it is difficult to say where the influence of the Hamburg and the Bremen enterprises respectively begins or ends. Perhaps as good a way as any of hinting at what is the share of these two great companies in the world's trade is to give the following figures. They are for the year 1906:

Passengers, Mileage.
Hamburg-American Co. 431,955 7,437,000
Norddeutscher-Lloyd Co. 491,383 6,000,938

23,338 13,432,938

The various cargo services of the two companies are, of course, included in the mileage. The figures show that the Hamburg-American Company's voyages in a single year are equal to 344 times the circumference of the globe, and those of the Norddeutscher-Lloyd to 272 times. No British steamship line can pretend to cover any such distances.

Most people have pictured these two German companies as working amicably together in the interests of German trade. It really there has always been great jealousy between the Hamburg and the Bremen enterprises. That this has had a vast stimulating effect upon the energies of each of them cannot be doubted, but it has led in not a few cases to unprofitable competition, if not to scarcely disguised warfare. It follows, therefore, that future co-operation will not only be all the better for the shareholders, and probably for German trade, but that, instead of having to meet opponents divided against themselves, British shipping will have to encounter rivals who will have but a single policy—the supremacy of the German mercantile marine. This leads to an inquiry as to why it is that these two German companies are now found ready to bury the hatchet. Among other reasons the following take important place:

1. The appearance of the Lusitania, and the Mauretania on the North Atlantic, and the refusal of the Cunard Company to agree with the other lines as to the conditions under which these vessels shall work.
2. The establishment by the White Star Line of an express service to New York from Southampton and Cherbourg, which is regarded as an infringement of the spirit, although not of the letter, of the agreement between the North Atlantic Combine and the German companies.
3. The desirability of avoiding unnecessary competition between Hamburg-American Company and Norddeutscher-Lloyd interests, and of an understanding with reference to extensions of steamship services to the future.

REMOVAL OF FRICTION.

Each one of these three reasons is highly important, and the last is especially so. Typical of the rivalry between the two German companies is the history of China trade. Twenty-five years ago Bismarck came to the conclusion that it was inconsistent with German dignity to have to send out her naval reliefs for the China station by British steamships. Accordingly he was anxious for the establishment of a German mail steamship line to the Far East, and tenders were invited for such a line to China and Australia. The Norddeutscher-Lloyd Company undertook the work for a subsidy of £250,000 a year—the first mail subsidy ever paid by the German Government. It proved so unprofitable that the company lost about £70,000 a year on the enterprise. It was such a "bad egg," indeed, that the German Government allowed the contract to be modified, and the service to be readjusted, so as to give the steamship company a better chance of making both ends meet. Later on, when a fresh contract came to be discussed, Herr Ballin, the chief of the Hamburg-American Line, evinced a disposition to cut in. In the result there was for a time a joint service, the Hamburg Company running one or two passenger steamers and a number of freight steamers to the East.

Precisely the consequences were unsatisfactory. Anyhow, an arrangement was come to whereby the Lloyd Company took over the Hamburg Company's passenger boats in the trade with the Far East, and the Hamburg Company confined itself to cargo steamers with a right to provide passenger accommodation of a modest kind, and to a limited extent, in those steamers. The withdrawal from association with the regular passenger service enabled Herr Ballin to boast, as he has done ever since, that his company does not receive a penny in the shape of subsidy from the Imperial Government. But the complaint of the Norddeutscher-Lloyd has been that the Hamburg-American Company has not observed the spirit of the agreement in respect of the China service, and that, by providing a considerable amount of first-class passenger accommodation on its freight boats, it cut seriously into the traffic of its competitors, who bore the original burden of establishing the line, and naturally contended that they ought to have the opportunity of reaping a fair reward now that the enterprise has turned the corner. It is significant that the new agreement between the two companies now provides that on the China line the Hamburg-American Company shall confine itself exclusively to freight steamers.

THE BRITISH DANGER.

It is possible that British shipping in the Atlantic and Far Eastern trades will feel the influence of the new agreement less seriously than British shipping engaged in other branches of the world's business. All the while the two big German companies were content to go on extending the steamship lines, and exhibiting supreme indifference to each other's interests, their rivals had at least some cause for congratulation. In future it will be very different. "Not only shall we see a friendly arrangement made, wherever existing interests clash, but where one or other of the companies is bent upon an extension it will only carry it out after conference with and with the consent of the other. In effect, the two companies will proceed to carve up the rest of the globe on a prearranged and perfectly amicable plan. Even their pleasure-cruising traffic—a branch of enterprise in which the Germans have proved singularly sagacious—is to be the subject of a delimitation of spheres.

The circumstance is fraught with no little risk to British shipping—to the liner as well as the tramp interest. Germany does not, to anything like the same degree as ourselves, rely on the tramp steamer. She is a great believer in regular lines, and which have their "feeder" in the shape of local lines. Her policy is the creation of a network of services, with the smaller feeding the greater. With the two great German companies working hand in hand, our tramp steamers, as well as our regular lines, will find "competition" keener than ever. Unless, therefore, they are content to lose further ground, they will have need to brace themselves up to a great effort. They will have arrayed against them organisations with a total capital of close on £13,000,000, which must of necessity find new avenues of employment for their older boats, and which are accustomed to a policy of systematic development. Moreover, they need fear no difficulty in getting further capital. The Hamburg-American Company for the year 1906 paid 10 per cent, and the Norddeutscher-Lloyd Company 8½ per cent. Such dividends, although they may not be maintained at those rates for 1907, are attractive to the German investor. Besides, the German people know that they reap a rich reward from these ever-increasing sea communications. British shipping companies, if they are wise, will not ignore the fact that the next rounds in the contest with the Germans will be more severe than any of their predecessors.

In a telegram to Herr Ballin, the German Emperor gives expression to his lively pleasure at the conclusion of an agreement between the Hamburg-American and Norddeutscher-Lloyd shipping lines. The understanding in question, according to the Hamburg correspondent of the *Frankfurter Zeitung*, regulates the rivalry of the two companies in all points of importance. The Hamburg-American renounces its passenger traffic to the Far East, and in return is allowed to increase its quota in the Transatlantic pool. The correspondent mentioned speaks of the agreement as a wide step in the direction of a German Shipping Trust.

Daily Telegraph.

A TACOMA steamer of 17th ult. says:—Fire on the American steamer *Trinidad*, loading for Japan; China and Manila; did damage estimated at from \$55,000 to \$100,000 to-night. The flames were discovered in the fore 'tween decks in cotton which had been stowed during the day. Prompt action prevented a serious blaze. About 600 bales were damaged by fire and water, while some damage was done to the deck beams and stanchions by the heat. Spontaneous combustion is supposed to have been the cause. The burning cotton made the smoke so suffocating that the crew could not get out of the ship.

BIG FIRE IN BANGKOK.

THE BANGKOK MARKET WIPED OUT.

The *Siam Free Press* of 5th inst. reports:—One of those fires which in Bangkok seem almost inseparable from the Chinese New Year broke out yesterday afternoon in Bangkok in some premises among the labyrinth of lanes lying between the embouchure of the Bangkok creek (Klong Siam), the New Road and the lane leading to the premises of Messrs. Howarth Erskine, Ltd. The conflagration broke out, it is alleged, in the premises of a map named Chin Thiep at about five minutes past three and by 6 p.m. an area of about 15 or 20 acres and containing 87 separate buildings of various descriptions had been practically devastated including some hundred yards of the frontage of the New Road, and the greater portion of the Bangkok Market. There was a light south-westerly breeze blowing at the time the fire broke out and it had manifestly made some headway before the alarm was given. The narrowness of the lanes and the flimsy material of which the greater part of the houses were built added greatly to the difficulties in the way of the various brigades, who arrived with commendable promptitude. The Police from Bangkok were the first on the scene followed by the Siam Electricity Co., and Navy and Army brigades. One and all worked like Trojans and fortunately water was fairly plentiful except in one or two directions. The mill belonging to Meh Hia, at Wat Sam Plo, converted its pumps into temporary fire engines as well as providing a portable one which did good work under the direction of the proprietress of the mill. At Messrs. Howarth Erskine's Ltd., steam was not up, owing to its being the Chinese New Year holidays, but as soon as sufficient pressure could be got the hoses of the firm did good work. They undoubtedly saved their own premises and also the adjoining ones of Messrs. Teck Seng and Co., where a very large quantity of Singapore planking and other inflammable material was stored. As it was the flames crossed the lane and gutted the little Mahomedan mosque on the southern side of it, besides doing other damage. But by 5.30 or 6 p.m. all immediate danger of a further spread of the fire was at an end and after that the brigades, with the exception of that of the police, one by one withdrew.

Shortly after the alarm had become general throughout Bangkok, H. M. the King arrived by motor-car. His Majesty remained for about two hours, giving valuable directions to the various heads of departments engaged, while various others of the Royal Princes took an active part in the subjugation of the fire. Several *farangs* also lent valuable aid. Dr. T. Heyward Hays doing yeoman's work in the salvage of the Wat Sam Plo mill, which had an extremely narrow escape. A big Chinese boat-builder's yard in its vicinity was completely gutted, with it going three or four hulls of motor-boats in their final stages of completion.

The scene in the New Road while the fire was at its height absolutely beggared description. Being a general holiday there were more persons available than usual to rush to see the *folies*, get in everybody's way and hinder the work of both firemen and householders engaged in salvage work. Motorcars, carriages, rikshas, mingled with gangs of coolies and others carrying goods and with thousands of people of all nationalities formed a kind of congested mass in the narrow roadway which it required all the efforts of the police and military to clear out of the way, and not unnaturally a few broken heads and other casualties of the sort resulted.

As to the extent of the damage done estimates vary and estimates varying from half-a-million to two and even three million ticals have been made by persons who ought to know something of the matter. Several of the buildings in the Bangkok market were pawnshops containing more or less valuable stocks of jewellery, but most of this would appear to have been saved. As a general thing the dwellers in the burnt out district were poor folk, Malay sailmakers, Chinese carpenters and fitters and petty traders and the like and most of these would appear to have lost all or the greater part of their worldly possessions. The destruction of the Bangkok Market or, rather, of a considerable portion of it, is perhaps a good thing. Although re-built six or seven years ago it was at best an insanitary kind of a place—a stinking hole, as someone this morning called it, would perhaps best describe it—and the present fire will afford the Government a chance of seeing that the new one is constructed on better sanitary principles.

It is stated that several of the buildings destroyed were insured, but none for any great amount. Beside the Guns Heng boat-building yard hitherto alluded to, an extensive blacksmith's shop belonging to a Chinese as well as several big opium shops were completely destroyed. Messrs. Howarth Erskine, Ltd., had the good fortune to escape with very little damage. Although the flames swept right along the outer wall of their compound, damage was only done to a few outbuildings, etc. The row of Indian traders' and Chinese dealers' shops fronting the New Road between the Bangkok Market proper and the lane leading to Wat Sam Plo also managed to get off practically scatheless. The fire swept along their back and then was stopped, mainly by the efforts of the brigades and the fact that they had fireproof or, nearly fireproof, walls. There have been various reports as to loss of life but so far as is really known the only case was that of a small-folk Cantonese woman. She was *en route* and either could not get out herself or was forgotten in the general confusion. One Chinaman got a fractured arm and a Malay man had his back and arms badly burned, but beyond this no serious casualties are reported.

Luxmo No. 131 was conveyed by Mr. H. H. Gompertz to the Police Court to-day, and ordered to pay a fine of \$1 for assaulting and detaining a Civilian City constable.

To-day's Advertisements.

WANTED BY THE UNDERSIGNED.

INFORMATION concerning the whereabouts of THOMAS GREEN (known on the China Coast as "T. H. GREEN") who in 1901 was Second Officer on the S.S. "Yuen Sang" and later on employed in the Quarter Master's Department Manila. In 1902 he was Chief Officer on the American Transport "Columbia."
HASTINGS & HASTINGS,
Solicitors, &c.,
No. 38, Queen's Road Central.
Hongkong, 18th February, 1908. [236]

HONGKONG TECHNICAL INSTITUTE.

EVENING CLASSES in Engineering, Commerce and Science Sections will re-open on MONDAY, February 24th. Students are requested to register their names on THURSDAY, February 20th, or FRIDAY, February 21st, between 6 and 7 P.M. Copies of the Prospectus and Time Table may be obtained on application to the undersigned at Queen's College.
E. RALPHS, Director.
Hongkong, 19th February, 1908. [237]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 11.30 A.M., on MONDAY, 2nd March, to receive a Statement of the Company's Accounts to 31st December, 1907, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 2nd proximo, both days inclusive.
JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, 19th February, 1908. [238]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 22nd February, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF ENGLISH JEWELRY, Comprising:— DIAMOND RINGS, GOLD CHAINS, BRACELETS, PINS, GOLD WATCHES, NECK CHAINS AND FANCY GOODS; ALSO MISCELLANEOUS GOODS, Comprising:— NEW ENGLISH OVERCOATS, MACINTOSHES, HATS, SUITS OF CLOTHES, SEXTANTS, BINOCULARS, MICROSCOPES, SHOOTING BOOTS, CLOCKS, BAROMETERS, GOLD CHRONOMETERS by Arnold, SURVEYOR'S LEVEL, and VALUABLE SINGLE STONE DIAMOND RING; AND A Valuable Collection of POSTAGE STAMPS including Typhoon Edition from the Carolines and Fochow 2 cents halved, (about 5,000 Stamps). Catalogues will be issued. TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 19th February, 1908. [239]

Public Companies.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE, Secretary.
Hongkong, 29th January, 1908. [276]

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M., in the City Hall, for the following purposes, viz.:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1907.
2. To elect a New Committee.
3. To consider the following Resolution:—
"That in consequence of the importance of the trade existing between this port and Bombay it is resolved under Rule XXIII to increase the number of the Committee from 9 to 10 so as to include a Merchant interested in the Bombay trade."
4. To transact any general business.

By Order,
E. A. M. WILLIAMS, Secretary.
Hongkong, 14th February, 1908. [222]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company will be held at the Office of the Company, Hotel Man-son, on TUESDAY, the 19th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and confirming the appointment of a Director and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th February, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE, Secretary.
Hongkong, 14th February, 1908. [192]

Intimation.

THE ROBINSON PIANO CO., LD.

INVITE INSPECTION

NEW STOCK

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner & Co.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBROIDING 30 YEARS' LOCAL

EXPERIENCE.



Telephone, 5th December, 1907. [15]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes
9.00 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 10 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 10 minutes
2.15 p.m.	3.00 p.m.	Every 15 minutes
3.30 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	8.00 p.m.	Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 a.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SPECIAL CARS at Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 4th June, 1907. [157]

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SODIC WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 19th March, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADONIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	{ £1,500,000 \$1,500,000 \$1,500,000 }	12,000,387	{ Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 1/2 %	{ \$70 ex div. & London £77.10/- }
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$12,735 \$12,735 }	871,203	\$2 (London 3/6) for 1907 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	1250	\$50	{ \$1,350,000 \$1,350,000 \$1,350,000 }	none	\$20 for 1906	8 1/2 %	\$24 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 \$100,000 \$100,000 }	Tls. 204,474	{ Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	2,400	1250	\$100	{ \$3,000,000 \$3,000,000 \$3,000,000 }	1,460,400	{ Final of \$12 making \$42 for 1907 and interim of \$34 for 1906	5 %	\$850
Yangtze Insurance Association, Limited	8,000	100	£40	{ \$150,000 \$150,000 \$150,000 }	3394,520	\$12 for year ending 31.12.07 .....	...	{ \$152 buyers \$142 buyers }
Do. (new)	4,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 }	3362,980	\$6 and bonus \$2 for 1905	8 1/2 %	\$38
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$2,000,000 \$2,000,000 \$2,000,000 }	5435,236	\$40 for 1905	12 %	\$335 sales
Hongkong Fire Insurance Company, Limited	8,000	1250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	337,101	\$1 for 1906	7 %	\$14
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$750,000 \$750,000 \$750,000 }	Nil.	\$4 for year ending 30.11.1907	10 %	\$40
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	327,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$30 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ..	70,000	\$15	\$15	{ \$1,050,000 \$1,050,000 \$1,050,000 }	337,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £600,000 \$600,000 \$600,000 }	337,101	5/- for 1906 @ ex 2/4 = \$2.24 per share ..	3 1/2 %	{ \$40 \$38 }
Do. (Deferred)	60,000	£5	£5	{ £600,000 \$600,000 \$600,000 }	337,101	Interim of Tls. 12 for account 1907	12 %	{ Tls. 46 Tls. 50 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 10,000 \$10,000 \$10,000 }	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907 ..	4 1/2 %	40/-
Do. (Preferred)	200,000	£1	£1	{ £200,000 \$200,000 \$200,000 }	337,101	\$1.00 for year ending 30.6.1907	4 %	\$25 buyers
"Shell" Transport and Trading Company, Limited ..	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	337,101	\$1.00 for year ending 30.6.1907	4 %	\$25 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	337,101	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$2,000,000 \$2,000,000 }	10,218	\$8 for year ending 31.12.06	7 1/2 %	\$122 sales
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 \$700,000 \$700,000 }	8,935	Interim of 1907	5 %	\$15 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000 \$100,000 }	8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 \$1,000,000 \$1,000,000 }	337,101	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
Roub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ £150,000 \$150,000 \$150,000 }	337,101	No. 12 of 1/- = 48 cents .....	...	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$450,000 \$450,000 }	337,101	\$1.75 for year ending 31.12.06	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd. ..	10,000	£10	£10	{ £100,000 \$100,000 \$100,000 }	337,101	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	{ \$56 old \$54 new }
Do. (new)	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	337,101	\$4 for 1st half-year ending June 30th, 1907 ..	8 1/2 %	\$98
Hongkong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	{ \$2,000,000 \$2,000,000 \$2,000,000 }	337,101	Interim of Tls. 2 for six months ending 31st October, 1907	7 %	Tls. 85
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$1,000,000 \$1,000,000 }	337,101	Interim of Tls. 3 for account 1907	8 1/2 %	Tls. 213 sellers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$1,000,000 \$1,000,000 }	337,101	Interim of Tls. 3 for account 1907	8 1/2 %	Tls. 213 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 1,500,000 \$1,500,000 \$1,500,000 }	337,101	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ \$250,000 \$250,000 \$250,000 }	337,101	\$2 1/2 for year ending 30.6.07	13 1/2 %	\$204 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$751,875 \$751,875 \$751,875 }	337,101	\$1.50 for 1906	13 %	\$14 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000 }	337,101	\$4 for 1st half-year ending 30.6.07	7 1/2 %	\$104
Hongkong Land Investment and Agency Co., Ltd. ..	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 \$5,000,000 }	337,101	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100 buyers
Humphreys Estate & Finance Company, Limited ..	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	337,101	70 cents for 1907	7 %	\$104 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	337,101	\$2 1/2 for 1906	8 1/2 %	\$50 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,950,000 \$1,950,000 \$1,950,000 }	337,101	Interim of Tls. 3 for account 1907	7 %	Tls. 108 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	337,101	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 \$1,500,000 \$1,500,000 }	337,101	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 }	337,101	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 1,500,000 \$1,500,000 \$1,500,000 }	337,101	Tls. 6 for year ended 30.9.06 (8 %) .....	...	Tls. 55
Lau-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 \$800,000 \$800,000 }	337,101	Tls. 8 for 1906 .....	...	Tls. 72 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 400	{ Tls. 28,257 \$28,257 \$28,257 }	337,101	Tls. 50 for 1906 .....	...	Tls. 270 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 \$1,299 \$1,299 }	337,101	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	337,101	\$1 for 1904 .....	...	\$10 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$50,000 \$50,000 }	337,101	Final of Tls. 5 making Tls. 10 for 1905 ..	...	Tls. 51 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	337,101	60 cents for year ended 28.2.06 .....	...	16 sellers
Do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	337,101	80 cents for 1907	9 %	183 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	337,101	\$1.30 for year ending 31.7.07	7 1/2 %	\$17
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,875,000 \$1,875,000 \$1,875,000 }	337,101	Interim of 50 cents per share for a/c 1907 ..	8 1/2 %	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	337,101	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 }	337,101	\$1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	337,101	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	337,101	Interim of 30 cents per share for a/c 1907 ..	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	337,101	Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 mak- ing in all Tls. 10 for 1907	8 1/2 %	Tls. 420 buyers
Maatschappij tot Mijl, Bosch- en Landbouw- planten in Lungkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 2,500 \$2,500 \$2,500 }	337,101	\$1 per share for period from 19th Oct to 30th Apr. '07	8 %	\$2
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	337,101	None .....	...	57 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	337,101	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 111 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 \$675,000 \$675,000 }	337,101	Tls. 4 for 1905 .....	...	Tls. 45 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 \$1,200,000 \$1,200,000 }	337,101	Final of Tls. 5 and Tls. 10 for 1906	7 1/2 %	Tls. 130 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 270,000 \$270,000 \$270,000 }	337,101	Interim of Tls. 1 1/2 for a/c 1907 .....	...	Tls. 360 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 \$450,000 \$450,000 }	337,101	Interim of 1 1/2 for account 1907 (old) .....	...	\$20
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 1,200,000 \$1,200,000 \$1,200,000 }	337,101	Interim of 1 1/2 for account 1907 (new) .....	...	26 sellers
Shanghai Waterworks Company, Limited	16,550	£20	£20	{ £331,000 \$331,000 \$331,000 }	337,101	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	337,101	Tls. 6 1/2 for year ending 30.4.07	5 %	\$10 b ex div.
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	337,101	50 cents for 1907 .....	...	\$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 \$15,295 \$15,295 }	337,101	80 cents on 9,000 ord. shares and \$1.50 on 100 Founders shares for 1907	8 %	\$104
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	337,101	Interim of 30 cents for account 1907	6 1/2 %	\$51 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	337,101	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	...
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	337,101	...	...	...
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 }	337,101	...	...	...

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, DIBOUTI, SOYER,
MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS"
Captain Girard, will be despatched for
MARSEILLES on TUESDAY, the 3rd
March at 1 P.M.
This steamer connects at Colombo with the
Australian line s.s. *Nera* bound for Marseilles
via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *TOKIN* 17th Mar.
S.S. *POLYNESIE* 31st Mar.
S.S. *TOURANE* 14th April.

J. MILLET,
Agent.

Hongkong, 19th February, 1908. [14]

INDRA LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRANI"

Captain MacFarlane, will be despatched at
above on the 22nd February, at 3 P.M., instead
of as previously advertised.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th February, 1908. [96]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain T. H. Hild, R.N.R., carrying His Ma-
jesty's Mail, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 22nd
February, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Britannia*, 7,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London